



**ADSC/WSDOT Joint Meeting**  
January 16<sup>th</sup>, 2014, 8:30 A.M. – 11:30 A.M.  
**ADSC/WSDOT Meeting Minutes**

**Team Members**

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1 Team co-chair

**Guests**

Attendee	Company	Phone	E-mail
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Meeting minutes were prepared by Marco Foster, WSDOT Assistant State Construction Engineer.

**1. Welcome/Review of Agenda**

Mark G. opened the meeting with introductions and reviewed the agenda. Mark reminded team members to send topics if they have them so that we can have full agendas for our upcoming meetings.

**2. Review/Approval of October Meeting Minutes**

No comments or corrections were provided.

**Action Items:** Marco will post the minutes to the web as written.

**3. Personnel Changes at HQ Construction**

Mark discussed recent changes in the Construction Office and went over the newly updated table of organization. Dave Jones will be leaving the HQ Construction Office going to the WSDOT Materials Lab. Fred Tharp, former ASCE, will be coming back to the Construction office and supporting the Olympic Region. Scott Ireland will be joining the Construction office to replace the vacancy after Stuart Bennion's departure. For the first time in several years the office is at a full complement of ASCE's in the Construction office.

**Action Items:** N/A.

**4. Update on dewatering/obstruction removal at AWW Tunnel**

Since December 6<sup>th</sup>, the Tunnel Boring Machine (TBM) has been idle and not mining material on the Alaska Way Viaduct project. There is speculation that something is blocking the machine and Malcolm Drilling has been hired to assist in remedying the situation. Lance provided a presentation highlighting some of the work they are performing

Malcolm was called on a Saturday to help and they began mobilizing equipment on Sunday. Dewatering has been done to alleviate some of the water pressure. Lance showed the location of the 10 dewatering wells that were installed and discussed details of the well casing. It was necessary to pump from specific zones so that the discharge water would be clean enough to discharge to the bay.

The next step was to drill probe holes immediately in front of the machine to determine the existence of an obstruction. Existing utilities complicated this effort. Voids in front of the machine also needed to be filled in – a total of 500CY of grout were placed thru probe holes to fill voids. Filling of the voids was important to insure the drill rig (BG-50) would not settle during the next phase of this remedial work.

Based on the results of the proving, five-foot diameter shafts were installed between utilities to further explore and remove obstructions. The drill operator thought the drill casing (temporary 5' casing) struck well casing at about 70 to 80, then pushed the well casing out of the way. Scars on the side of the drill casing provided some evidence to support the theory. A Go Pro camera was sent down the hole to collect

video – video did not reveal any well casing but did show the operation of the top of the TBM.

**Action Items:** N/A.

**5. SR 520 West Access Bridge North shaft construction**

Mark G. provided an update on the SR 520 project. There are approximately 100 shafts in the project with diameters between 8' and 12', all constructed within the lake limits. Preliminarily, approximately \$4.5M will be set aside for force account obstruction removal. Mark expressed concern that it would be unreasonable for a contractor to expend all of this money on critical path force account obstruction removal without additional contract time. Mark asked the team who typically assumes this risk and it was agreed by the group the Prime contractor does. The team agreed that it would be a serious challenge if significant obstructions were encountered. Tom A. suggested we reduce the dollar amount in the obstruction item to a more reasonable value based on the borings. Someone suggested that we providing a specific number of days be identified and included in the contract specific to obstruction removal. This would only apply if the obstruction removal affected the critical path.

**Action Items:** Mark will bring some proposed language changes for review to the next meeting.

**6. Planning for ADSC/WSDOT Joint Training**

The team was requested to put forth potential agenda items for next year's joint training workshop. Open discussion on whether we should hold a meeting this spring of fall - the general consensus is that we look at this May (as was done last year). May 7<sup>th</sup> was identified as a preferred date.

**Action Items:** Mark to provide Dominic with WSDOT topics by Friday, January 24<sup>th</sup>. Mark/Dominic will move the agenda building process forward thru emails.

**7. Action Items**

**a) Modifications to the Obstruction Clause**

Mark recapped previous discussions on this topic and suggested we try a pilot project to modify the obstruction clause and put more emphasis on the geotechnical data included in the contract. Dominic requested DOT provide an honest base line (truly assess and quantify risk) so that the Contractor's do not have to artificially adjust their numbers. It was noted by ADSC members that there will likely be more DSC claims by doing this. For example, hardness of the boulders may now come into question.

Mark committed that we would bring potential pilot projects to the team for discussion prior to advertising any project with a modified obstruction clause.

**Action Items:** Mark will develop some language for a test case project in the future. This item will be kept on the agenda for future discussion.

**b) ADSC Certification & Drilled shaft submittal**

WSDOT is considering revamping contract requirements for submittals. The draft specifications sent to the Team are preliminary and have not gone through WSDOT review. Possible changes to Section 1-05.3 and modifications to the submittal portions of the drilled shaft specification to account for the Section 1-05.3 revisions were discussed. Mark requested team members provide comments on the direction this is moving. The type of submittal will be based on WSDOT's view as to the importance of the submittal. A discussion ensued with regards to the liability associated with WSDOT approving submittals – and that WSDOT wants to get away from this practice. One member pointed out that other organizations (like Sound Transit) never approve submittals; their standard response is “No exceptions taken”. If WSDOT elects to remove approval, the contractor is still required to comply with the submittal requirements and all requirements of the contract.

Jim raised a concern that some submittals may include parts that require engineering and parts that don't. For example, a work trestle being built to support a shaft drill rig. Marco commented these are typically submitted as separate items. It was agreed that this issue does need to be addressed and will be discussed further in the future.

There was discussion about the level of scrutiny a submittal will get whether it is simply reviewed and commented on, or approved. This is a complicated issue that will require further work.

**Action Items:** Mark will bring this topic back to the group as it progresses.

**c) Specification change – slurry level**

Mike B. was not in attendance today so this issue will be deferred to next meeting.

**Action Items:** Edited version will be shared with the Team next meeting.

**d) Review of drilled shaft centralizers**

Paul updated the group on the work he is doing with regards to the topic. Last meeting Paul brought in an example of an epoxy coated centralizer that he thought might be an acceptable alternative. Pat provided some comment of the use of slab runners for centralizers. There was some discussion with regards to the capacity of the runners in the horizontal direction as they are designed to take load in the vertical direction.

This slab runner proposal from Paul is likely not strong enough for shaft cages. Mark asked Paul consider a modification to the current centralizer detail to make it easier to construct/install as the current detail is more structurally acceptable.

Pat suggested to Paul he may also want to consider flat bar options. The rebar option was thought to be desirable by iron workers but the flat bar option are structurally acceptable as they provide a larger area at the welded connection. Mark asked Paul to work with Pat to modify the current centralizer detail

**Action Items:** Pat will bring a modified detail forward at the next meeting.

**8. Update on Shaft thermal integrity testing**

WSDOT had been planning on performing thermal integrity testing on the I-5 Puyallup River Bridge shafts. Unfortunately, this project was pulled off Ad because of right-of-way issues. To get our thermal integrity testing program moving forward, we will be moving this testing to the upcoming I-5 M Street to Portland Ave HOV project. Mark provided the Team with the typical specifications and details we plan to use on this project. These were taken from the Puyallup River Bridge project, but will be similar to what is used on M Street to Portland Ave. Mark asked for any comments the Team has on these specifications. Jim thought the wire specification may need to be updated and he believes the wire manufacturing has changed.

The HOV project will have 53 drilled shafts, 6' to 11' in diameter. The drilled shafts are 30' to 68' deep, and most require temporary casing. Current Ad date is February.

**Action Items:** N/A

**9. Proposed changes to steel escalation clause**

WSDOT is considering changes to the steel escalation clause. We are looking at changing the cost index and shifting to a model more like that used by the Oregon DOT. Mark reviewed a graph of different indexes to show the variability between indexes. We plan to use the Bureau of Labor and Statistics Steel Mill Products and Wire index. This index is currently used by ODOT. It is much more sensitive to price fluctuations than the Engineering News Record index that WSDOT currently uses, but it doesn't have the volatility that is seen in the scrap steel indices. Mark also shared that WSDOT is looking at allowing the contractors to opt in or opt out of the steel escalation specifications on a bid item basis. The ADSC members had no additional comment.

**Action Items:** Mark will move forward with modifying the current specification to reflect the new index.

**10. Update on Slurry/spoils disposal**

There was some discussion on the Department of Ecology's pending rewrite of waste disposal requirements. Dominic shared that there will be a public comment period so members should stay tuned.

**11. Future meeting dates**

Future meeting dates were selected as March 27<sup>th</sup> and May 22<sup>nd</sup>.

Meeting adjourned at 10:15